

TOPIC Doeberitz AirfieldEVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT 1949 to 5 July 1952

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DATE PREPARED 12 August 1952

REFERENCES

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REMARKS

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1. At 9:45 a.m. on 23 May 1952, Soviet Air force soldiers unloaded 18 to 20 new trucks  
 25X1 at the loading ramp of the spur track at Doeberitz airfield. (1) 25X1

2. During the period from 10 to 27 May, Colonel Orlovski (fmu) and his sedan  
 were not observed in the Richthofen Kaserne at Doeberitz. After 27 May, Orlovski  
 and his car were again observed there. Orlovski first arrived at Doeberitz airfield  
 in August 1949 together with the ground attack units. He replaced the previous  
 commanding officer at the field about the beginning of 1951. When his predecessor  
 left for the U.S.S.R. his furniture was transported in a special transport plane. (2)

3. On 10 May, the workers of the Kech office had to start putting up beds and billeting  
 equipment in building No 16, which was referred to as the pilot school. About noon,  
 an air force general from Falkensee arrived in sedan 25X1 and inspected the  
 prepared quarters. Major Valakhotzki (fmu) showed the general around. According to a  
 Soviet sergeant, an inspection team from the U.S.S.R. was expected to arrive. At  
 2:15 a.m. on 12 May, an inspection team consisting of 36 colonels arrived on bus

25X1 of the parachute unit in Richthofen Kaserne and was quartered in building  
 No 16. On the morning of 13 May, a general, 45 to 50 years old, 1.8 meters tall and  
 stout, arrived at the field and immediately drove to building No 19. He wore black-  
 bordered golden epaulets, a large golden star, a golden oak leaf wreath around the  
 visor of his cap and red stripes on his trousers. On the morning of 14 May, the  
 general from Falkensee arrived at the field. Between 11 a.m. and noon, the Kech  
 office in building 14 was inspected by a group of officers composed of the general  
 who had arrived on 13 May, the general from Falkensee, the deputy of Colonel  
 Orlovski who was billeted in building 43 and worked in building 19, 4 colonels who  
 worked in buildings 32 and 33, and the 36 colonels of the inspection team who were  
 billeted in building 16. Major Valakhotzki and Major Kardov (fmu) did not participate  
 in this inspection. The inspecting party could not be observed on 15 May. It  
 probably left on the morning of 16 May because, in the afternoon of that day,  
 removal of the billeting equipment from building No 16 was started. (3)

4. On 13 May, the 23 officers, probably engineers, who were previously quartered in  
 building No 22, moved to building No 81. Every morning at about 9 a.m., the officers  
 went to the airfield. On 20 May, source observed that 10 of these officers went to  
 the repair shop for jet engines and 11 to the repair shop for piston engines. The  
 training course of these officers was terminated on 5 June. (4)

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5. On 13 May, the upper story of building 22 was occupied by newly arrived air force soldiers who came from the billets on Hindenburg Platz in Doberitz. For these soldiers 128 beds were put up. The soldiers did not perform any duty up to 22 May. In early June, source observed that these soldiers marched to the field every morning about 8:30 a.m., except on Wednesday. On 17 June, they stood in groups of 12 to 15 around a plane and were given instruction by an officer who lectured from a book. Sometimes, the soldiers were in building No 16 throughout the afternoon. (5)

6. Major Valakhotzki was promoted to lieutenant colonel on 27 May. According to Lieutenant Atamanov (fmu), Valakhotzki was transferred to the general staff in the U.S.S.R. on 5 June. In 1950, Valakhotzki had attended a three-month course at the war academy in Moscow. Atamanov also said that Valakhotzki has been in Germany since 1945 and, according to a standing order, should have been returned to the U.S.S.R. in 1950 since no Soviet officer was allowed to stay in Germany longer than five years. However, Major Valakhotzki had succeeded in convincing his superiors that he was indispensable. Atamanov further stated that he himself has been in Germany for three years and that he has to return to the U.S.S.R. after two years. Valakhotzki was to be replaced by a lieutenant colonel who did not arrive until 30 June. Valakhotzki's position was temporarily filled by Major Marose (fmu) of the headquarters in building 32. Marose wore the pilot insignia on his cap and an aviation badge representing two crossed propellers on his breast. He also worked in building No 59 after taking over Valakhotzki's position. (6)

7. On 12 May, 150 to 160 soldiers billeted in buildings 102 through 106 and 109 were observed in the indoor swimming pool in building No 86a. The soldiers wore red-bordered black epaulets and artillery insignia, however, some of them wore motor transport insignia. Trucks [redacted] were observed at building No 86a. AAA officers and air force officers alternately performed guard duty at the entrance to the barracks installation which was formerly occupied by the motor transport instruction battalion. The AAA officers had a black band around their caps. The commanding officer of the AAA unit was a major who was billeted in building No 109. He was frequently observed entering building No 19. In early June, only soldiers wearing red-bordered black epaulets and artillery insignia were observed in the AA gun emplacement on the east edge of the field, while, previously, there had been soldiers who wore black-bordered blue epaulets. Four 37-mm AA guns were observed in the emplacement. The gun crews were quartered in earth bunkers. Another 4 x 37-mm AA guns were observed in the AA gun emplacement on the west edge of the field. The soldiers assigned to these guns were quartered in the buildings on Heroldplatz. Construction work on the administrative building on Heroldplatz was yet not completed by 30 June. In late June, it was often observed that truck [redacted] headed with construction material and laundry for the soldiers left the quarters at Heroldplatz. (7)

8. During the morning of 14 May, a team of construction experts of the Bauunion firms in Potsdam and Brandenburg and the KVU inspected the field. According to members of this commission, the construction of 8 low brick buildings, at the NW edge of the field, probably for use as quarters, and 18 low wooden buildings was to be accelerated. However, construction was not started on 30 June. [redacted] (8) 25X1

9. Between 5 and 10 May, all the EM including NCOs were issued new clothes. After 10 May, all of them, including guard personnel, technical personnel and craftsmen, wore aviation insignia on their epaulets. New recruits were observed arriving in the following installations:

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a. Two large tents erected between buildings 17 and 18 after 3 June. Twenty-four double bunks were put up in each tent. The recruits were 17 to 19 years old, had close cropped hair and wore red-bordered black epaulets.

b. Building No 58 in which 58 new beds were set up in mid-May. The 41 to 70 soldiers who arrived there were 17 to 19 years of age, had close cropped hair, wore canvas belts and violet epaulets. After about 4 June, the soldiers wore black-bordered blue epaulets with air force insignia. They were given basic training.

c. The attics of building No 61, which had been recently painted and equipped with 153 new bunks, were occupied by recruits coming from the Hindenburgplatz billets on 10 June. When arriving, the soldiers wore red-bordered black epaulets and tank insignia, but they were issued air force uniforms. (9)

10. In 1947, a low-pressure chamber and an apparatus similar to a merry-go-round to test the fitness of the flying personnel had been established east of building No 22. These instruments had been taken along by the unit which left the field in 1949. After early May 1952, new instruments were set up in two buildings by a German firm from Magdeburg. During the mornings of 24 and 25 June, the low-pressure chamber was in operation. About 25 officers who had been tested were observed in front of the buildings. A major (med), a female medical officer ranking as captain, 4 Pfc's (med) and an ambulance were also seen there. 25X1

11. In mid-May, 100 new trucks, including 50 with a superstructure, were parked in front of buildings No 85 and No 86b. Fuel containers from old tank trucks were mounted on two trucks without superstructures. 25X1

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12. Only NCOs including sergeant majors were observed with the technical unit in buildings 16a and 16b. A senior sergeant of this unit, said that he has worked in the jet engine repair shop at Dberitz airfield since 1945 together with some comrades. He expected, however, that he would be transferred to the U.P.S.R. in September 1952 together with about 100 old soldiers. The senior sergeant also stated that he had worked in a machine factory in Frankfurt/Hain, while he was in German captivity, and when returned to the Russians by the Americans, he had to start anew as a recruit. The former test stand for piston engines at the field was probably being converted to a test stand for jet engines. The wind tunnel which was 50 to 60 meters long was of cement. A section, 15 to 20 meters long, was made of sheet metal and supported by beams and girders. This section rose at an angle of about 45 degrees. The test stand for jet engines was out of operation while test stand for conventional aircraft engines was being converted. On 24 June, the first test run was performed on the converted test stand. More test runs of piston engines were carried out up to 27 June. The individual runs lasted from 7 to 74 minutes. (10)

13. On the afternoon of 26 June, 39 IL-10s and 4 biplanes were counted on the northern edge of the field. The IL-10s had dark green, red, white or yellow propeller hubs. The exact number of aircraft parked on the southern edge of the field could not be determined. (11)

14. During the maneuver in September 1951, a concrete bunker which belonged to the Riehthofen Kaserne in the Dberitz troop training grounds, west of Hasenheide Hill, had been equipped as quarters by the Koch office. The bunker was 40 meters long, 15 meters wide and 5 to 6 meters high. After September 1951, about 15 officers, pilots and engineers drove to this bunker from Riehthofen Kaserne at irregular intervals. A bombing range was probably located south of the bunker.

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Source observed that individual IL-10s flew over this area at an altitude of 500 to 600 meters, banked over the bombing range and dived down to about 200 meters. It was observed that the plane carried a bomb without fins under each wing. The two bombs were dropped simultaneously. Each plane approached only once. The aircraft departed in horizontal flight. Since no detonations were heard, source believed that inert bombs were released. (12)

25X1 15. Bus [redacted] was observed almost daily moving from building No 31 toward Staaken. Building No 31 was still occupied by 40 to 45 soldiers who were apparently parachutists. Source observed that only flight officers used the bus toward Staaken about 4:30 p.m. Source believed that these officers practiced instrument flying in Staaken at night.

25X1 16. In late June, trucks [redacted] daily hauled the soldiers from building No 31 to Staaken. During night flying activity, a truck with a mounted searchlight was parked in the northwestern corner of Richthofen Kaserne. The searchlight rotated during air activity at Bieberitz airfield but it beamed its light only in one direction during air activity at Staaken airfield. (13)

17. The following observations were made with regard to the occupation of the quarters:

- a. Building No 2. This building which housed the MVD headquarters, was frequently used by 1 colonel, 1 major, 2 captains, 3 lieutenants, 3 Russian women and 2 civilian Russian interpreters. Source believed that the colonel in this building had no authority over the other colonels at the field, but was responsible only for security matters. The MVD headquarters was probably responsible for all air force units in the barracks installations. The MVD colonel was billeted in building No 7 which belongs to Unit Valakhetzki.
- b. Building No 4. On 30 May, two colonels and a lieutenant colonel, both wearing pilot insignia and aviation badge, left this building and went to building No 32. Contrary to previous observations, source stated that the colonels from building No 78 worked in building No 33 and that the two colonels from building 4 worked in building No 32. A German charwoman said that she cleaned buildings 4, 43, and 78 every day and that she was personally paid by the colonels living there. When all German auxiliary personnel were dismissed, the colonels insisted on keeping the charwoman.
- c. Building No 16. This building was occupied by 3 colonels wearing pilot insignia on their caps and aviation badge with a bomb in the center, 1 colonel with silver epaulets without insignia, and 3 colonels wearing pilot insignia and aviation badge with propellers. All these officers frequented building No 19.
- d. Building No 18. This was the guardhouse. Captain Gilacetzki (fmu) who was 38 to 40 years old and did not wear pilot insignia, was the permanent chief of the guard detail. He was charged with the issuance of the passes for German Kach workers, the control of the guards and the control of the lighting facilities at the fuel dumps.
- e. Building No 19. A braced mast about 3 meters high and with a ball on its top was observed on the roof of this building after 1 June 1952. Every day between 9:30 and 10:10 a.m., two officers, a captain and a Lieutenant colonel, wearing pilot insignia on their caps left building 19 toward Hindenburg Platz. They were accompanied by a soldier who carried documents and was armed with a submachine gun. The officers returned to building 19 between 11 a.m. and noon. The same observation was made in the afternoon. Colonel Orlovski was repeatedly observed driving to Hindenburg Platz and the former German komendatura on Highway No 103.
- f. Building No 21. On 26 May, two new boilers were set up in the kitchen of Unit Valakhetzki. Another two boilers were to be erected in the kitchen of Unit Kardov. This was probably necessary because of a continuous increase in personnel.
- g. Building No 26. This building which previously stored coal was being repaired and converted for use as a garage. Construction work which was accelerated was done by the Elstal branch office of the nationalized construction enterprise of the

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h. Mauen district. The estimate of costs amounted to DM 15,640. Building No 32. On 11 May 1952, 26 officers wearing pilot insignia, aviation badges and carrying map cases were given instruction on the ground floor of this building. A sand table stood in the middle of the instruction room and cut-open models and drawings of aircraft and aircraft armament and a map of Europe were seen at the walls. On the map of Europe, some towns along the French coast and the coast of Southern England were enclosed by black or red boxes. The boxes were cross-hatched in black. Trucks [redacted] were almost continuously parked in front of the building throughout May 1952. These vehicles were apparently assigned to the headquarters for special purpose. Major Valakhotski was observed entering and leaving building 32. 25X1

i. Building No 33. An instruction room was also located on the ground floor of this building. Charts on the walls represented aircraft types of the western countries. On these charts the vulnerable points on the aircraft were marked by arrows. Every morning at 8:30 a.m., a group of 70 to 80 officers assembled in front of buildings 32 and 33. Three fourths of the officers wore pilot insignia and the remaining one fourth wore engineer epaulets. Part of the officers was assigned to classes, while the others returned to their billets. Trucks [redacted] were parked almost continuously in front of building 33. Major Kardov entered and left the field. 25X1

j. Building No 45. This building was occupied by a group of about 50 signal soldiers assigned to trouble shooting on telephone lines.

k. Building No 60. Two new boilers were set up there in mid-May 1952.

l. Buildings 70 and 71, on Hindenburg Platz. Officers wearing golden and silver epaulets were observed there. According to previous observations, all the personnel coming from Hindenburg Platz were detached to the two ground battalions.

m. Building No 107. Six officers wearing pilot insignia on their caps were quartered there up to 22 May 1952.

n. Building No 108. This building was occupied by a senior lieutenant with his family. Although the officer was only about 23 years old he was addressed with much respect by all other officers even those who had a higher rank. When Major Valakhotski refused to send Koch workers to do some small repair work in this officer's dwelling the latter went to the headquarters in building No 32 where his request was immediately fulfilled. The Koch workers believed that the senior lieutenant either had a very good friend in building 32 or that he was the adjutant of the staff on Hindenburg Platz. (14)

18. On 5 June, source learned from an order that additional large gasoline tanks had to be transported to the field and installed there. It was not observed that fuel had been withdrawn from the underground fuel dump on the northern edge of the field up to late June 1952. The units at the field were supplied with fuel from the fuel dump in the northwestern section of the field. However, the underground fuel containers were in use because the electric fuel pumps had to be repaired by Koch workers at intervals of 6 to 8 weeks. Frequent repairs probably became necessary because of the poor quality of the pumps used. After being repaired, the pumps were usually tested by pumping gasoline into a 200-liter barrel from where the fuel was poured back into the fuel dump. (15)

19. A command van in the garage of building No 62 was used by the general from Falkensee in the event of major exercises at Doeberitz airfield and when air units were transferred. The vehicle was 7.5 to 8 meters long, 2.5 meters wide, 3 meters high, had two axles, dual pneumatic tires and walls 6 to 8 centimeters thick which were insulated by aluminum foil. The left side had one window and 1 door, the right side three windows and the rear wall one wide window. The interior of the truck was divided into three rooms in which tables and chairs stood. The van was equipped with a generator. It had no markings and was usually towed by truck [redacted] (16) 25X1

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21. The empty aircraft crates, in which twin-engine aircraft had arrived on 18 April 1952, were again loaded on the loading ramp on Highway No 103 and shipped away after about 8 days. (13)

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Comments

- (1) The arrival of new motor vehicles has been observed in the Soviet Zone of Germany since the beginning of this year. Some of these newly arrived cars are used to replace worn-out equipment. It is possible that a collecting and distribution point for newly arrived motor vehicles has been established in Doeberitz.
- (2) Colonel Orlowski is the commander of the ground attack division in Doeberitz.
- (3) It is believed that the mission of this inspection team was not directly connected with the ground attack division stationed at Doeberitz airfield. The general who is not stationed at the field apparently belongs to the corps of engineers. He probably held a conference on technical questions in which officers of various headquarters have participated. It is possible that this conference is connected with the technical installations and repair shops located in the area of Doeberitz airfield.
- (4) The instruction course which is probably attended by engineer officers took place in the repair shop which is not connected with the ground attack division. An instruction course for NCOs was held there in April 1952.
- (5) The arrival of new soldiers who are probably assigned to the units of the ground attack division was reported already in April. The soldiers mentioned in this report were probably given technical training.
- (6) Lieutenant Colonel Valiakhotzki was the commander of one of the two CATEs. Lieutenant Atamanov is the supply officer of this battalion. Major Narose who is reported for the first time probably belongs to the headquarters of one of the two ground attack regiments.
- (7) The buildings 102 through 109 belong to the block on Heroldplatz west of the road which leads from the northwestern corner of the field toward the north-northeast. Since the headquarters of the ground attack division is housed in building No 19 it is believed that the AA units are subordinate to the division headquarters.
- (8) The erection of new quarters appears to have become necessary because of the arrival of new AA units and the establishment of technical training courses at the field. It appears improbable that these quartering buildings will be erected in the vicinity of the large fuel dump in the northwestern corner of the field.
- (9) The buildings 58 and 61 are located in the billeting area of the two CATEs of the ground attack division, north of the highway which extends along the northern edge of the field, just south of the former Olympic Village. Noteworthy is the observation that former members of infantry and tank units were issued air force uniforms. This indicates that soldiers from other branches of service with professional technical training may be transferred to the air force.

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- (10) The repair shops at the field in which conventional and jet engines are repaired do not belong to the ground attack division at the field.
- (11) The reported number of aircraft parked on the northern edge of the field agrees with previous information. The aircraft belong to one of the two ground attack regiments. Most of the aircraft of the second regiment are parked in the hangars on the southern edge of the field. Some of the aircraft were parked on the eastern edge of the field.
- (12) Hasenheide Hill is about 5 km east of Doeberitz airfield. The information that the area west of this hill is used as a bombing range is believed probable. Bombing practices there are reported for the first time. Previously, the regiments practiced on Kremmen training field near Hauen.
- (13) The parachutists were previously reported. Staaken airfield is occupied by an air transport unit which is equipped with twin-engine aircraft so that the information on night flying by pilots of the ground attack regiments is considered possible.
- (14) Building No 2 houses the MVD headquarters, building No 19 houses the operations staff of the ground attack division under the command of Colonel Crlovski, buildings 32 and 33 house the headquarters of the two ground attack regiments. Captain Cilacetzki, chief of the guard detail, is reported for the first time. The buildings on Hindenburg Platz are occupied by a portion of the ground attack corps headquarters whose commander is quartered in Falkensee.
- (15) The fuel dump on the northern edge of the field is reported for the first time. It possibly is the old German underground fuel dump.
- (16) A rough sketch, which is not disseminated, shows a two-axle trailer which is probably used as a command post by the commanding officer of the ground attack corps.

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- (18) This is the first information that the empty aircraft crates were shipped away. Source has been requested to state whether the crates were disassembled before being shipped. This would explain why the shipment of the crates were not observed by other sources. It is believed that the crates may have been shipped back to the U.S.S.R. The shipment of whole crates would probably have been observed at the border stations on the Oder River while the disassembled crates were probably not recognized as such.

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